PROJECT OVERVIEW & SUMMARY: ALTERNATIVE SCREENING



PROJECT OVERVIEW

UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main Street (US-40).

PROJECT PURPOSE AND NEED

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for non-motorized transportation while allowing Heber City to meet their vision for the historic town center.

ALTERNATIVE SCREENING

LEVEL 1 CRITERIA

through 2050

(10S) on US-40

thru-traffic

transportation

planning documents

historic town center

historic buildings on Main Street

landscaping, reduced speed limit)

UDOT evaluated the 17 preliminary alternatives initially presented to the public and six new alternatives suggested by the public during the October 5 and November 4, 2021 comment period in a three-level screening process. Preliminary screening focused on technical feasibility, Level 1 screening focused on the purpose and need of the project and Level 2 screening focused on initial impacts to the kev resources.

Based on an evaluation of 23 alternatives, five alternatives passed the Level 1 and 2 screening process. The other 18 alternatives were eliminated in Level 1 or Level 2 screening.

ALTERNATIVES SCREENING PROCESS Define Study Area Improve regional and local mobility on US-40 Current Develop Conceptual Alternatives Phase • Improve arterial and intersection Level of Service Preliminary Evaluation of Concept/Alternatives • Substantially decrease thru-traffic travel time Level 1 Screening: Purpose and Need • Substantially decrease queue length along US-40 • Minimize conflicts to north-south mobility for Preliminary Engineering **LEVEL 2 CRITERIA** Provide opportunities for non-motorized Level 2 Screening: Environmental and Regulatory Impacts Waters of the U.S. • Waters of the U.S. (wetlands, • Provide opportunities for non-motorized creeks, ditches) impacted Refine Engineering transportation consistent with local and regional Section 4(f) Resources Historic properties and Allow Heber City to meet their vision for the Detailed Alternatives recreation resources affected Evaluation in the Draft EIS Avoid/minimize impacts to valued places and Right-of-way Full and partial property Avoid improvements that would preclude Heber acquisitions and relocations City from implementing strategies to achieve their vision for Main Street (wide sidewalks, bike lanes, Cost



ALTERNATIVE SCREENING SUMMARY FOR ALTERNATIVES ADVANCED FOR DETAILED EVALUATION IN DRAFT EIS

	Level 1 Screening							Level 2 Screening				
	Meets Heber City Vision Impacts to downtown valued places/ historic buildings	Local Mobility PM peak hour operations (5-6pm) on Heber City Main Street				Regional Mobility Traffic operations between SR-32 and US-189		14			\$	/
ALTERNATIVE		Intersections with LOS F Five intersections on US-40 in downtown Heber City	Southbound Segments with LOS F	Southbound Queue Length at 500 North (feet)	Local Travel Time on US-40 SR-32 to US-189/US-40 intersection (m:s)	Regional Travel Time on Bypass SR-32 to US-189/ 3000 South (m:s)	Conflict Points Intersections, cross streets, driveways	Waters of the U.S. (Acres impacted) Canals, ditches perennial streams, wetlands	Historic Buildings (#) Potential adverse effects	Residences and Businesses (#) Potential full acquisitions	Cost (millions) High level project cost estimate	Recommended for detailed evaluation in Draft EIS
US-40 Existing Conditions (2019)	No	0	2	375	8:20	10:40 (on US-40)	144	-	-	-	-	-
US-40 No-Action (2050)	No	3	2	13,100	17:40	19:05 (on US-40)	152-157	-	-	-	-	Yes
West Bypass Limited-Access Grade-Separated (WA1) Freeway with North US-40 (WA1)	Yes	0	1	1,600	11:05	9:10	16	8.84	8	18	\$234M	Yes
West Bypass Parkway At-Grade (WB1) Highway with North US-40 (WB1)	Yes	0	1	1,500	11:00	10:25	26-35	6.55	8	17	\$173M	Yes
West Bypass Parkway At-Grade with Realigned US-189 (WB2) Highway with North US-40 and Realigned US-189 (WB2)	Yes	0	0	400	9:30	10:05	27-36	6.55	8	18	\$179M	Yes
West Bypass Parkway At-Grade with Northern Extension (WB3) Highway to SR-32 (WB3)	Yes	0	0	375	8:55	8:10	12	12.35	1	8	\$191M	Yes
West Bypass Parkway At-Grade with Northern Extension and Realigned US-189 (WB4) Highway to SR-32 and Realigned US-189 (WB4)	Yes	0	1	400	8:55	7:45	12	12.48	1	9	\$197M	Yes



PUBLIC INVOLVEMENT

45-DAY COMMENT PERIOD

June 7 – July 22, 2022

The public is asked to provide comments on the range of alternatives, the criteria used to screen alternatives, the screening process and the initial impacts analysis. Comments may be submitted through the project website, email, voicemail, text message or written letter.

PUBLIC ENGAGEMENT OPPORTUNITIES







PROCESS AND TIMELINE

NEPA OVERVIEW & EARLY SCOPING Spring 2020-Fall 2020

PURPOSE AND **NEED & SCOPING** Winter 2020-**Summer 2021**

ALTERNATIVES DEVELOPMENT Summer 2021-Spring 2022

ALTERNATIVE SCREENING & PREPARE DRAFT EIS **Spring 2022-**Winter 2022

RELEASE DRAFT EIS Winter 2022-Spring 2023

PREPARE FINAL EIS Spring 2023-Fall 2023

RELEASE FINAL EIS & ROD Fall 2023

ONGOING STAKEHOLDER ENGAGEMENT

- Virtual public meeting
- 30-day public period
- File Notice of Intent to begin NEPA 45-day public
- comment period
- Develop alternative concepts • 30-day
- comm<u>ent</u> period
- 45-day period
- Public hearing
- 45-dav public comment period
- Respond to public comments on DEIS
- Revise EIS
- Public engagement

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

CONNECT WITH US

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Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

Individuals Requiring Accommodations For those without internet access or needing accommodations including but not limited to translation or captioning, please notify the project team at 801-210-0498 for assistance with viewing materials or providing comments.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.



